

INDUSTRIAL
SECTION

VOLUME XXV.

RAILROAD PAYROLL MILLION AND HALF ANNUALLY

TOTAL OF 817 MEN
EMPLOYED BY O.-W.
HEADQUARTERS HERE

Growth of Public Utility Since First Train Came into La Grande in 1884 Remarkable; Many Thousands of Dollars Spent Yearly in Improvement; 86 Engines Required

The railroad in La Grande has been an important factor in the growth of the city—in fact it is one of the principal reasons of the existence of La Grande and its prosperity today.

The railroad here dates back to July 4, 1884, when the first train pulled into the city over the newly laid tracks, and began a new era in the history of the Grande Ronde valley.

Prior to that time communication had been done by the slower methods of horse power and La Grande, which was nothing more than a little village, had not shown many signs of development. In fact it had been going backward instead of forward during the few years before the coming of the railroad. The county seat had been moved from La Grande to Union, and even Island City was a more thriving town than La Grande.

Life Renewed

With the coming of the railroad, however, life in La Grande was renewed. The old buildings, which were first located in Old Town, were moved to the present La Grande nearer the railroad, and many new buildings were constructed. It was at that time that the prosperity of La Grande started, and during the 43 years since that time the growth has been steady and constant.

There was nothing very pretentious about that first train. It was a work train sent down from the camp at Hilgard carrying men and supplies for the extension of the track. The track laying crew was required to work part of the night of July 3 in order to get the line through for the celebration on Independence Day.

A large crowd was present when the train steamed in. Settlers from over all the valley had gathered to witness the proceedings. Ogden Wheeler Moon was the engineer on that first engine—which was an eight-wheeler with a diamond smokestack—and John Shaw was the engine watchman.

But the first train brought to La Grande with it more than the eyes of men and the feet of horses. It brought to La Grande prosperity—employment for hundreds of men and a payroll, which at present is the largest single payroll in the city.

During the last year the average number of men employed by the O.-W. R. and N. company here totaled 817 and the average monthly payroll amounted to \$135,000, which means \$1,620,000 annually. The first station was built shortly after the railroad came in. It was a frame structure resembling very closely the present type of building used for the station at Union Junction. It was erected at about the place where the present station now stands, but on the other side of the main track, and facing south instead of north.

The railroad shops were built later in the year 1884, and by that winter La Grande was truly a "railroad town."

La Grande was then included in what was known as the division of the Oregon-Washington Railway and Navigation company, which was all of the railroad from Portland to Huntington. In 1912 that road was made into divisions. The first division included the road from Seattle to Meador, and the second, or La Grande division, from Meador to Huntington.

La Grande was made headquarters for the second division and William Hollins came here as superintendent, which office he held until April 1, 1926, when he retired and W. H. Guild came to La Grande as his successor.

Benefits other than the large payroll come from having the railway division headquarters here. Each year the O.-W. R. and N. company pays Union county more than \$100,000 in taxes, a little more than \$75,000 of which goes to La Grande alone.

The branch line built, which taps the rich Wallawa valley, which was built by the O.-W. R. and N. company, was another factor in the upbuilding of La Grande and the Grande Ronde valley. A large part of the timber for the local sawmills has been brought to La Grande from Wallawa county, and all of it by way of the branch line logging train.

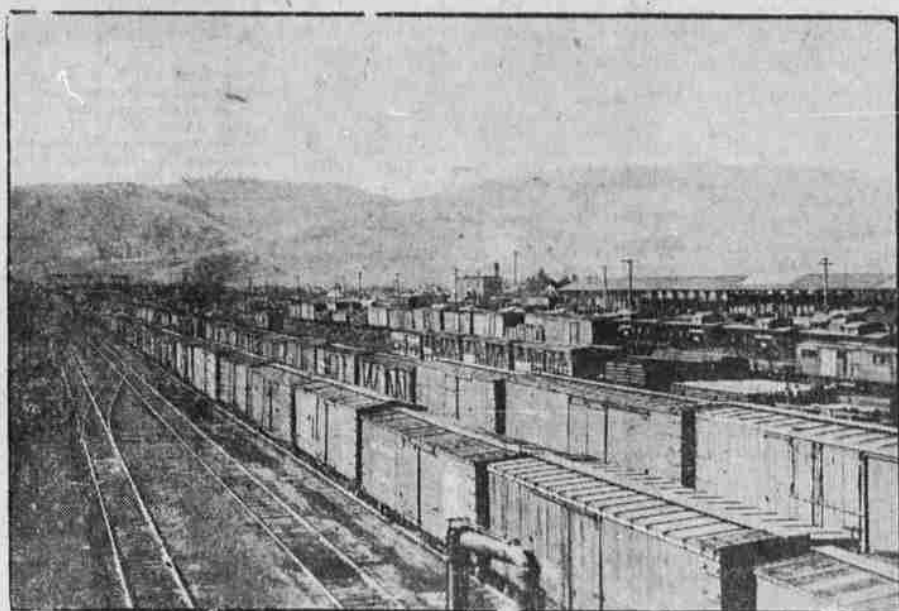
The fact that lumber is the principal product shipped out from La Grande at present proves the value of the branch line railroad to the city.

During 1926 the total number of cars loaded and forwarded from La Grande amounted to 3,867 and the total number received here during the same period totaled 15,268 cars.

Less than a year ago, or in 1925, freight loaded and forwarded from the freight house here during 1925 amounted to 12,555 tons, and the total number of L. C. L. freight received here during that time was 29,328 tons.

There has been a steady growth in the railroad business during recent years. In 1921 the gross ton mileage amounted to 1,369,219, and in 1926 the figure reached 1,925,158,000, a growth of more than 400,000,000 during that number of years.

During the month of July 1927 the gross ton mileage amounted to 1,251,000 and during the same

TWO VIEWS OF THE EXTENSIVE RAILROAD YARDS
AND SHOPS IN LA GRANDE, ORE.

month T. A. McKinstry is responsible for all train movements. The corps of dispatchers under him are the men who give one train orders to side track while another goes by and so on. Dispatching is one of the most responsible positions in the railroad business. Orders are transmitted by wire and all dispatchers are expert telegraph operators. All orders must be written so that no possibility for a misunderstanding can exist.

All men connected with the operating department of the railroad are thoroughly examined and found capable before entrusted to take the positions.

There are 11 officers employed by the O.-W. company here including the division superintendent, W. H. Guild, and assistant superintendent, H. B. Coburn and C. F. Roberts; the master mechanic, F. A. Leavitt; G. R. Williams and Oscar Olson road foremen of engines; L. V. Chausse, division engineer; C. B. Johnson, signal supervisor; E. Larkin, bridge and building supervisor; T. A. McKinstry, chief dispatcher; and E. W. Tetterton, night chief dispatcher.

There are six dispatchers and 80 clerks, 26 in the office of the division superintendent, one in the dispatchers' office, seven in the yard office, 11 in the station agents' office and five in the round house.

In addition to these employees there is a civil engineering department, which employs 12 men. In the shops there are nine foremen, 19 machinists and 24 helpers; 18 boiler makers and 22 helpers; two blacksmiths and three helpers; 11 sheet metal workers; 24 carpenters; three hammers; two electrical workers; four stationary engineers and foremen; one locomotive train engineer and 20 engine house laborers.

There is also a bridge and building gang and their foreman, which takes care of the repairs of the company's buildings here in La Grande. Three section gangs are also employed here, each gang consisting of about eight men and a foreman.

Employed in active service in the entire second division there are 290 trainmen, which includes conductors, brakemen and switch engineers, and 150 engine men, which includes locomotive engineers and firemen.

Not all of these men make their homes in La Grande, although there are about 100 engine men and 125 trainmen who do. Others live in other towns.

Dutch Cows Still
Walk On Carpets

ZAANDAM, Holland (AP).—Many quaint country traditions are passing in Holland with the adoption of modern agricultural methods. But scrupulous cleanliness is not one of them. It is still literally true that many cow stables in Holland are carpeted.

The stables which used to pump the water for much of the scrubbing that goes on are disappearing, however. A national society for the preservation of old buildings is spending up to \$100,000 to reconstruct the stables to allow their windows to be built down for lack of repairs once they discovered that it was cheaper to use motors.

Auto Thieves Pose
As Car Repair Crew

PARIS (AP).—Police report that broken down motors are whisked away by thieves disguised as repair men before the legitimate working crew can get to them.

The thieves are believed to have a garage and to receive much of their information as to the location of broken down cars from accomplices working with them.



In the above picture is a partial view of the large O.-W. railroad yards in La Grande, showing the numerous tracks required to handle the large amount of freight and passenger trains which move through this division point. In the lower picture is a view of the shops and yards taken from one of the large business buildings in La Grande showing the round house and other buildings in the railroad shops. The yards and shops together occupy many acres and, situated northeast of the business section.

71,000,000 Feet of Lumber Cut Last
Year by Bowman-Hicks Lumber Co.Large Sawmills Established Both in Wallawa
and La Grande, Employ Many Men

The only western branch of the Bowman-Hicks Lumber company, with headquarters in Kansas City, is located in Union and Wallawa counties, with a sawmill of two million feet in La Grande and another sawmill, with one million feet in Wallawa.

The Bowman-Hicks company mill here was established more than four years ago when the Middle Western company purchased the Palmer Lumber company, which had been in operation here since 1907. With the additions, improvements and new buildings that have been made, the plant here is vastly changed in appearance of recent years, but many of the buildings are the same used 20 and 30 years ago.

Employed 225 Men Here

The plant in La Grande is at present employing about 125 men, this number varying from this figure up to 100 dependent upon the number of shifts, market conditions, etc. Over production of lumber is something that mill men fear greatly, and market conditions, which are usually temporary, govern their operations to a great degree.

At the present, the Bowman-Hicks mill is operating on the basis of five 10-hour days and one eight-hour day per week.

Saturday the workmen put in only eight hours, bringing this up to two more during the other working days of each week.

1926 Cut 71,000,000 Feet

The Bowman-Hicks company has enough standing timber in its own right and enough more available to keep it operating continuously for a great many years, according to company officials. Of the hundreds of millions of feet of standing timber available, the firm in 1925 cut a total of 84,000,000 feet and last year 71,000,000. This year the cut is not expected to equal last year's figure, but this is due to fear of over production and present market conditions, which are apt to change in the very near future.

In the La Grande mill, the cut last year was 45,000,000 feet, and the total payroll averaged about \$25,000 a month when one shift is being operated, or \$20,000 a year. When two shifts are operated the payroll automatically increases practically 100 per cent.

Operating One Shift

Two shifts were in operation in the La Grande mill during June of this year but in July the company

is delivered to this city, which has a short spur leading into the company's plant.

Approximately 50 miles of railroad are built each year in the territory near Maxville, officials declare. Each year grades are built for the tracks to be laid the next year, so that no time is lost in getting into new timber each season. Morrison and Knudson Construction company is building the company's railroad, of which 34 miles have already been constructed this year. A similar amount of trackage is to be laid next year.

The Wallawa mill employs approximately 175 men when one shift is in operation, and its payroll is in proportion according to the number of men employed, to La Grande.

H. N. Ashby is general western manager of the Bowman-Hicks company, with headquarters in La Grande. Dan H. Tanner of La Grande, is superintendent of the Union and Wallawa county plants and logging operations.

Increased Facilities

The policy of the plant here has been one of increasing and continuous advancement. Additions to the plant are made as they are required and each year some new "winkles" result in increased facilities for handling lumber, sawing or some other operation. As quickly as these develop the Bowman-Hicks plant installs them.

Among the latest improvements was the construction of a new dipping tank this year, which was completed about four or five weeks ago. By dipping the lumber, chances of cracking and splitting are minimized and a great savings results annually.

The history of the mill through-out has been one of progress, since its founding in 1907 by Mr. Palmer up to the present. The only setback suffered, occurred about 11 or 12 years ago when what was probably La Grande's most spectacular fire burned 22,000,000 feet of the main buildings of the mill plant were destroyed, however. The fire, which occurred at night, lit up the entire valley and in La Grande it was as bright as daytime, local residents recall.

Gives Birth To Maxville

Among other things which the mill is responsible for in the founding of Maxville, a lively little town several miles from Wallawa in a northerly direction, which now ranges from 200 to 300 population. Maxville has an election precinct and a postoffice, a hotel, general store and numerous residence buildings.

The company maintains facilities here to take care of repairs to its logging locomotives and other rolling stock and Maxville also serves as headquarters for logging operations in its vicinity.

The La Grande plant of the company is distributed over a large acreage at the northwestern limits of La Grande, and from the standpoint of equipment is the equal of any plant in the northwest.

It is a self-contained unit. Power is developed, lights are generated and water is pumped by the plant itself with no dependence on outside sources.

Site 120 Acres

The mill site, including the logging ponds, contains 120 acres. On this plant is located and stored capacity for the lumber and for the logs (the two log ponds) is provided.

The plant is divided into two main units which are in turn subdivided into several smaller divisions. There are the mill proper which cuts and logs and turns out the unfinished lumber, and the building in which the planing machinery and the box factory are housed.

Logs are conveyed into the mill from the pond on an endless chain, cut off one shift, going to the saw 10- and one eight-hour day plan.

The plants both here and at Wallawa are complete, consisting of sawmill, planing mill, drying kilns, etc., and the logs from the woods are divided between the two plants according to their capacity.

All of the Bowman-Hicks logging operations are now in near Maxville and in between Minami and Wallawa. Logging operations are mostly made way out of Maxville, the little company town serving as headquarters for the workmen.

200 Men In Woods

The logs, mostly brought in by contractors who have approximately 200 men working in the woods at present, are shipped from Maxville to Wallawa over the company's railroad. Then the portion that is to be cut in La Grande is transferred to the O.-W. branch line railroad, which operates between La Grande and Joseph, and

EAST OREGON LUMBER
MARKETED THROUGH
LOCAL SALES AGENCY

Pondosa Company Handles Approximately 250,000,000 Feet of Pine Annually, Selling to World Markets; Offices Are Maintained in La Grande, New York, Kansas City

An important step in the promotion of the logging industry in Eastern Oregon was taken this year with the organization of the Eastern Oregon Pondosa Sales agency, the purpose of which is to handle the sale of the products of the lumber mills in this section of the state.

The Eastern Oregon Pondosa Sales company was organized in April of this year and July 1 operations were started and have so far been very successful. The company has the exclusive sales rights of seven Eastern Oregon mills—the Bowman-Hicks Lumber company's mills of La Grande and Wallawa, The East Oregon Lumber company of Enterprise, the Grande Ronde Lumber company, formerly of Perry but now of Pondosa, the Mt. Hood Lumber company of La Grande, the Oregon Lumber company and the Stoddard Lumber company of Baker.

Headquarters in Kansas City

The headquarters of the company and main offices are in Kansas City, Mo., and district sales offices are located in New York City and La Grande. The purpose of these sales agencies is to direct the sale in the territory surrounding their location. In addition to the sales offices the company has representatives in other cities and covers practically the entire United States.

The object in the inauguration of the plan is to secure a more efficient distribution of the Eastern Oregon sawmill products and at the same time be able to serve trade better, by being in a position to fill the largest demands that could be made upon the agency, having seven mills from which lumber may be obtained instead of one.

Output Great

The total output of the company in a normal year is about 249,000,000 feet.

The sales agency is a million dollar corporation, George H. Hicks of Kansas City, is the president.

mounted on the two carriages, and sawed into rough boards in a remarkable short space of time.

A great deal of the machinery in the mill is automatic although it requires some personal supervision. Handling the lumber in the most efficient manner possible is the mill's policy and it is carefully adhered to.

Logs Utilized

Practically everything from the log is utilized with the exception of the sawdust which is disposed of in the huge burner. The bark and outside portions of the log are used for fuel. The trimmings are made into laths.

The logs are cut into rough boards in the mill and into the proper length. The boards are then sawed out on what is known as the green chain. Some of the higher grades go directly to the planing mill but most is stored in the dry kilns to season.

Nearly all of the lumber ultimately reaches the planer. Here the rough boards are faced by a battery of planing machines. And then, the finished product is ready for shipment to the purchaser, whether he be on the west coast, east or abroad.

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dent and general manager; David L. Stoddard, of Baker, is vice president; J. K. Kinzel, of La Grande, is secretary; and H. C. Campbell, of Kansas City, is treasurer.

A. L. Brown, of Kansas City, is general sales manager, and Earl Stoddard, formerly of La Grande, is assistant to the president. In the New York City sales office M. F. Rughman is the district sales manager and in the office here L. R. Stoddard, formerly of Baker, is the district sales manager.

All Lumber Branded

One feature of the sales program of the Pondosa company is the branding of all lumber under one general brand, "Blue Mountain." These two words are stamped on the end of the lumber as it goes over the planer in the sawmill and remains there advertising it in markets over all the United States.

As soon as equipment can be installed Pondosa Pine lumber will also carry a trade mark which will be the official trade mark of the Pondosa company, and will be stamped on the lumber in the same manner as the "Blue Mountain" now is.

This is the first time that lumber manufactured in Eastern Oregon has carried a distinguishing mark of any kind, and henceforth, lumber users the world over, will identify this pine with the Blue Mountain logo in the west, one of the country's greatest and best producers of pine.

Of the types shipped from this city, pine comprises 95 per cent. The remaining five consisting of fir and larch. There is little demand for other types in this section.

Attaches Airplane
That Hit His Cow

PARIS (AP).—An airplane collision with cows has caused a French judicial comedy in which a pilot and a farmer are at odds.

At Dunkirk the London-Brussels air line with ten passengers aboard came down in a clover field and ran into two cows. The farmer had to have the cows killed. He promptly drew up a bill of expenses.

Besides the two cows he added the item of one field of clover and presented it to the pilots. The pilots argued and wouldn't pay. The farmer went off to the court of justice and came back with a court officer and a writ of attachment. The airplane owners finally had to put up security before the indignant farmer would let them board the machine and fly away.

Bachelors Prone
To Pass Quicker

LONDON (AP).—Married men live four years longer in England than bachelors, it was stated before the Associated Bodies of Life Assurance Actuaries.

According to Professor G. M. Robertson, distinguished British medico-psychologist, insanity is three times as prevalent among single men and women as among married men and women.

The organization officially went on record urging everyone to marry before the age of 25.

PARIS HAS STREET
OF CURST HOMES

PARIS (AP).—Modern cubist houses like one little street in Paris. This art revolution has been marked by formal dedication of the line as "rue Maillat Steves," the name of the architect who built the houses.

The new houses, only a dozen of them, are in Paris, the good residential quarter. They stand out like light houses among the ancient, classic chateaux-like homes of the rich and aristocratic around them.

The young art world here is excited in its praise. Some of the more conservative lament the era of geometry in art but are not surprised that people rushed to rent or buy the places.

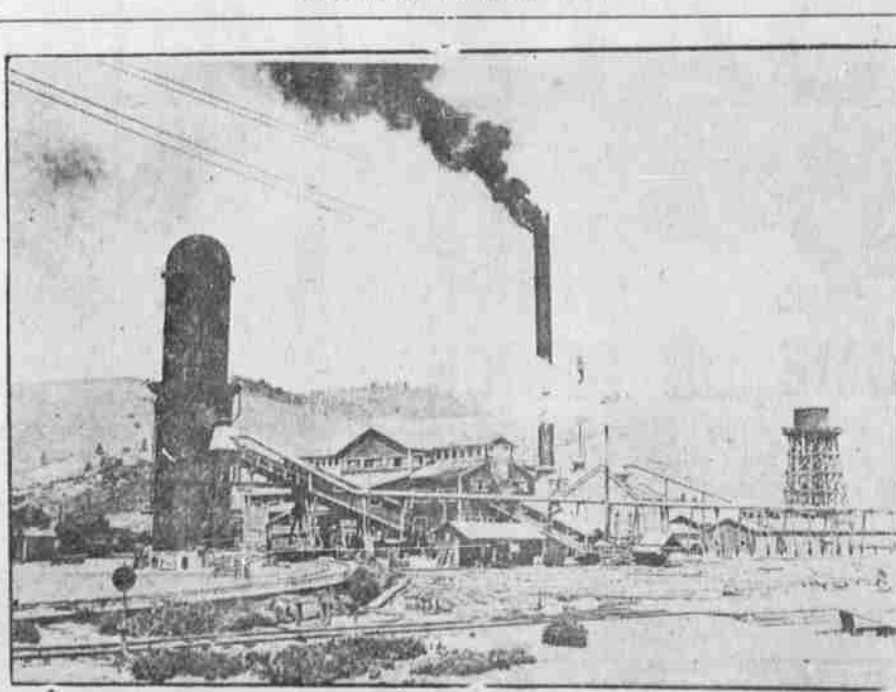
Others use the keynote of the houses. They are built of reinforced concrete, lined with hollow tiles. Parts of the second and third stories are not back in terraces. The lines are broken by balconies, unusual dimensions.

LONDON ENTHUSIASTIC
OVER GARDENING

LONDON (AP).—A garden competition held by the Evening Standard brought in 12,000 contestants, each with a flower garden at home.

The gardening craze has reached its peak in London. Nearly every clerk and office worker in the city rushes home from work to put a few flowers in his garden.

Experts say there is no flower and one fruit that flourishes better in London than anywhere else. They are the carnation and loganberry.

THE LA GRANDE SAWMILL OF THE BOWMAN-HICKS
LUMBER COMPANY

Above is a picture of the large sawmill and a part of the plant of the Bowman-Hicks Lumber company, located in La Grande. The sawmill, in connection with a smaller one at Wallawa, cut 71,000,000 feet of lumber last year and gives employment to several hundred men the year around. Two log ponds are maintained at the La Grande plant and a large building which houses the planing mill and other departments is not included in the above picture. Only a bird's-eye view of the large plant would include the entire lot of buildings, the log ponds and the large lumber yard.